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Method for Electronically Regulating Brake Power Distribution

TECHNICAL FIELD

The present invention relates to a method for electronically regulating brake force distribution to the front axle and the rear axle of a motor vehicle, wherein the rotational behavior of the vehicle wheels is determined, compared with the vehicle speed or vehicle reference speed and/or the changes of these variables, and evaluated to limit the slip on the rear-wheel brakes by modulating the braking pressure.

BACKGROUND OF THE INVENTION

When rating the service brake system of a motor vehicle, it is important to dimension the brake force component of the rear axle by various measures in such a manner that the rear axle will principally block later than the front axle up to a braking pressure that corresponds to a longitudinal deceleration of roughly 0.8 g. Only in the presence of a longitudinal deceleration still greater than 0.8 g or a corresponding braking pressure is it allowable that the wheels of the rear axle lock before the wheels of the front axle.

Mechanical/hydraulic pressure controllers (load-responsive controllers or controllers with a fixed change-over point) on the rear axle that were used for brake force reduction had to satisfy this demand until the introduction of anti-lock control systems (ABS).

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